

THE BIRTH OF THE BARGEWAY

ITS PARENTS A PREJUDICE AND A TRICK.

Nurse Symons Paid Its Natal Expenses Out of Cash Uncle Sam Appropriated for a Ship Canal Inquiry—The Offspring Reared by the Terminals Combine—It's Now a Hungry Child.

The secret of the vitality of canal schemes is private gain at public cost, and the real object of the so-called 1,000-ton barge canal scheme is to ensure the life of the terminals monopoly in the ports of New York and Buffalo. It is well known that the men owning the terminals monopoly extort from shippers and boatmen the entire profits of the through business, that they charge five times a fair price; and that their high terminal charges drive business away from New York to Montreal, Boston, Baltimore, New Orleans and elsewhere. Their theory of action is this: They make more money with less capital by doing a tenth of the business at twenty times a fair profit than they would by doing all the business for a fair profit.

Any plan which, like the so-called \$9,000,000 improvement and 1,000-ton barge canal, leaves the terminals monopoly unbroken, will accomplish nothing worth the price, and no matter how vast the expenditure into which the canal draws the State the terminals clique will take in terminal charges practically all the reduction in the cost of transportation.

In 1895 the people were assured that for \$9,000,000 or less they would get the best and cheapest possible transportation across the State; that the Erie Canal should be deepened to 8 feet practical draft, that canal boats 17½ feet wide and 8 feet draft would ply between Duluth and Chicago, at the head of the Lakes and New York tidewater and carry freight ever so much cheaper than it possibly could be carried in 8,000 or 10,000 ton steamships via ship canal. The \$9,000,000 would rivet New York City's business to her so tightly that no other port could take it. Time has shown that there was no truth in these promises. That humbug has been disowned by its progenitors, who rejected it only two years ago, when a "wiser head" proposed the completion of the canal at a cost to the State of \$27,000,000.

And why? Because they knew the old humbug was worn out and they had a brand new one—bigger, dressed in phantasms even more alluring than those of 1895. The parents of this new infant were a prejudice and a trick. Its natal expenses were paid by Uncle Sam. Its first cradle was Pub. Doc. 86, H. R. 5th Cong., 1st Sess. It was immediately adopted, without embarrassing inquiries, by the terminal crowd and put out to nurse until such time as it could be foisted on the State.

Since the canal enlargement began in 1890 and completed in 1899 there had been but one improvement on the canal, namely, doubling the length of some locks, so as to admit two boats instead of one. This was begun in the early '80s, but never finished, only forty-two out of seventy-two locks on Erie Canal being lengthened at a cost of about \$2,300,000. At the same time the Seymour plan was urged, which was to dig out the canal one foot and raise the banks one foot, making it navigable for boats of 8 feet draft.

There was no life in the project until, in 1893, a Canadian charter was granted for a canal from Lake Erie to Lake Champlain and application was made to Congress and our Legislature for a canal between the Champlain and the Hudson, the objective being a down-grade canal, which would turn enough water from the St. Lawrence into the Hudson to make its upper reaches safely navigable for ships of 21 feet draft.

Then the terminals clique sprang to action and got the \$9,000,000 improvement through.

Not discouraged, the ship canal men went to Congress and got an appropriation for a joint commission of the United States and Canada, to investigate and report on the best possible ship canal. There were then three parties to this question: (1) Opponents of canals of any kind whatever. (2) Advocates of the \$9,000,000 improvement. (3) Advocates of a ship canal who were divided into advocates of the route via Oswego, Oneida Lake and the Mohawk River and those who believed the Lake Champlain route to be the best.

It so happened that the Oswego-Oneida route had a champion in a strategic position, in the person of the late Charles A. Chickering, Representative from the Twenty-fourth district, chairman of the Committee on Railways and Canals in the Fifty-fifth Congress. Fourteen years ago, when the Deep Waterway Commission would report for the Champlain route, he planned to set such action by having ready a report favoring the Oswego-Oneida route, and slipped into the River and Harbor bill of 1899 an item appropriating \$5,000 and directing the Secretary of War "To cause to be made accurate examinations and estimates of cost of construction of a ship canal by the most practicable route, wholly within the United States, from the Great Lakes to the navigable waters of the Hudson River, of sufficient capacity to transport the tonnage of the Lakes to the sea."

Observe that this item provided for a "ship canal." Not one cent of the appropriation was spent in accordance with the letter and spirit of the law, to investigate the ship canal possibilities by a route wholly within the United States, which exists only on the Oswego-Oneida-Mohawk location. Instead, the report was patently and intentionally declared the ship canal chimera and enthusiastically advocated a scheme for a ten-foot barge canal substantially along the old Erie Canal line. This report immediately stopped the completion of the \$9,000,000 improvement and was the beginning of the so-called "1,000-ton barge canal" project. It did not stop the surveys for the ship canal, which went right along and were completed in 1899 at a cost of \$45,000.

When the Chickering item became law it happened that its execution could be directed by men heavily interested in Great Lake shipping, a profligate terminal monopoly, and therefore naturally opposed to anything which would let competing ships into the lakes, as a ship canal would. The expenditure of the \$5,000 was put in charge of an officer who had been stationed at Buffalo long enough to become thoroughly saturated with the local prejudice against Lake Ontario, the St. Lawrence, the ship canal idea and whatever might injure the Buffalo terminals' monopoly or provide means for commerce to escape its extortions.

In his report the officer in question showed unusual artificial originality. His report, corroborated arithmetically, may be summed up as follows:

"Let it be assumed that a steamship that undoes and reloads in twenty-four hours in any Great Lake port will take three days to do the same in New York harbor; that such a steamship will voluntarily return to the lakes and liberate through the five winter months, when it might earn money elsewhere; that a canal for 1,500-ton barges can be built for \$50,000,000 substantially on the line of the Erie Canal; that a barge long will carry 1,500 tons (which would leave only 190 tons out of her displacement for weight of hull); then a ship canal is undesirable, and such a barge canal is desirable because it can carry freight cheaper than a ship canal."

This report was promptly ridiculed by engineers and steamship men. Its arithmetical originalities were dug out and it was pointed out that the fundamental assumptions were ridiculous, that no steamship man having in his heart the love of

gain and the fear of bankruptcy would tie up his ship in New York harbor thirteen days when he could be unloaded and reloaded inside of twenty-four hours. Nor would he put her back in the lakes to liberate through the winter when he had the open season before him. Such a barge canal could not be built for the estimated \$50,000,000 by the most favorable route, and in avoiding Lake Ontario the cost would become as much as a ship canal by the cheapest route. The assumed 1,500-ton barge, like the 1,000-ton barge, would fall short in carrying capacity, as it would displace only 1,500 tons and must weigh 400 tons, leaving less than 1,100 tons as its carrying capacity.

In short, each and every vital assumption being false, the conclusions amounted to little. The clique who adopted the founding promptly decided that it was too big to be foisted on the public. So they promptly sawed off the 1,500-ton barge at its nose and along its side, saved away pretty much everything but its humbug—rechristened it "in round numbers," as they had the "\$9,000,000 improvement," and now have it before the people for adoption. Will they adopt it?

OPPOSITION TO BARGE CANAL.

Montgomery County Farmers and Taxpayers Outspoken Against It.

St. JOHNSVILLE, N. Y., Aug. 30.—While the politicians claim that the vote in Montgomery county will be in favor of the \$9,000,000 canal improvement scheme, many taxpayers are bitterly outspoken in opposition to the movement. In the rural localities is where the opposition centres largely and among the farmers, many of whom say that while they voted for the nine million appropriation they now regret it, as the indications are that there are less boats moving than before the millions were spent for the so-called improvement.

A prominent and well-to-do Montgomery county farmer in speaking of the barge canal project to-day said:

"It will no doubt be a fine thing for the contractors, inspectors and some others, as was the case when the nine millions were spent, but how are the taxpayers going to be benefited? It looks all right to the politicians, but the taxpayer in the end must settle. There is only one safe way to run the Erie Canal whether in its present condition or further improved, and that is to allow the United States Government to be in control. In that case the political end will be 'cut out' and the people, or at least those who settle the bills, will be more willing to pay them. As it is now the canal makes jobs for a lot of fellows—in other words, the party in power has to take care of a horde of so-called politicians by giving them jobs on the canal. The late James Shananah, who was conceded to have been one of the best Superintendents of Public Works that the State ever had, was opposed to spending the nine millions in improvements. He was once heard to say that the canal would in the end be the means of defeating the political party that was in power in the State. Who knows but what he was right? He is in the coming fall for the Republican party?"

When the question of spending the nine millions for canal improvements came up there was not much of any opposition to it. Now when it is planned to spend \$101,000,000 more the taxpayers are anxious to know something about it before they feel like voting in favor of the movement. There will have to be a lot of explanations before the people will vote in favor of the referendum.

LABOR WANTS ITS LOOT.

Central Federated Union Won't Insure the Canal Till Big Wages Are Assured.

The Central Federated Union had a long discussion yesterday over the report of a committee which met the Canal Improvement State Committee and President Gompers of the American Federation of Labor at the Ashland House last week and heard the talk in favor of the \$101,000,000 canal. The committee agrees that the plan should be insured.

"Does it follow," asked Delegate Morris Brown of the cigar makers, "that when Mr. Gompers sneezes everybody must sneeze too? We can have our own opinions. In spite of Mr. Gompers. We don't know what kind of a deal organized labor will get if the canal scheme is pushed through. If the C. F. U. repudiate the plan until it is definitely known how organized labor would fare, and a long discussion followed. Many delegates declared against the canal extravagance, and it was finally decided to postpone the plan until it is definitely known what share of the loot organized labor will get."

HORSEMAN ALLEN DEAD.

Was a Well-Known Character of Mineola.—His Luck at Swapping Horses.

MINEOLA, L. I., Aug. 30.—The largest funeral ever held here, if not in all Nassau county, will be that of John E. Allen tomorrow afternoon at 3 o'clock. The Rev. Mr. Parham of the Presbyterian church will officiate. The burial will be in the old Quaker cemetery near Westbury.

Allen was known several years ago from one end of the island to the other as a horseman. Afterward he was the proprietor of Allen's hotel, and it became the centre of county politics when Mineola became the county seat. Mr. Allen was born at Roslyn on Sept. 24, 1845. His early success was due to swapping horses. It was not an uncommon thing for him to leave home when a young man, driving a horse to a buggy. He would be gone sometimes for days and on other occasions but a day, but he never returned with the same horse, seldom with the same buggy, and often he returned with from four to six horses and a roll of bills. These he divided among his family and friends. In the days of the Maspeth track he drove many speedy horses. The horse he thought the most of he called Old Black Joe. He always claimed that this horse had more heart and stamina than any other horse he ever owned. He loved to relate how he often used the animal in the morning to start a race, and in the afternoon sent him against fresh horses on the track and won three straight heats.

Allen had long expected the two-minute trotter, but when told that that mark had been reached by Lou Dillon, he was too sick to take much interest. He was constable for North Hempstead town for eleven years, an Excise Commissioner for six years and held other minor town and county offices. On Jan. 11, 1879, he married Priscilla, the daughter of the commander of the ill-fated steamboat *Seawanhaka*, who lost his life when the boat was burned. She survives her husband.

THE BABIES AND THE ESTATE.

Busy Court Complicates Partition of Schieffelin Property.

YONKERS, Aug. 30.—The estate of Henry M. Schieffelin, a New York merchant who died in Yonkers five years ago, leaving \$2,000,000 to more than one hundred heirs, is about to be divided. On Saturday Justice Knapp of the Supreme Court appointed John Coffin, a New York lawyer, as referee to sell the property. The principal obstacle to the settlement of the estate has been the numerous arrivals of new babies. The original suit for partition of the \$2,000,000 estate was begun in 1898. The number of heirs was then 130. Two of these have since died and seven new heirs have been born. At each birth an order for a supplemental summons to the partition had to be applied for, resulting in untold delay. The last heirs brought by the stock are two boys, a son born to Matthew H. Morgan, a resident of Dieppe, Germany, and a son born to William J. Schieffelin a few months ago.

The Wanamaker Store.

Store Opens at 8:30 A. M. and Closes at 8 P. M.
Closes Saturdays at Noon

Last Day of the August Furniture Sale Another Stirring Offering Of Fine Furniture At Exactly Half Price!

The aftermath of the greatest August Furniture Sale we ever know offers rich gleaming for ambitious housekeepers.

This Sale has been notable for the high character of the Furniture offered. And only lavish buying prepared us for the demand that has increased so much over that of previous years.

The Sale has grown greater and greater because people have learned that the economies offered are real, and the furniture the best that can be bought anywhere at any time.

Today we are willing to accept losses on the left-over goods, to clear our floors completely for the new stocks that September will promptly bring.

But today ends the sale. Not only because August ends with the day; but because these startling reductions should bring the largest audience of the month, and the furniture will be claimed as fast as expert salesmen can take the orders.

Will you share it or miss it?
Here is part of the news in detail:

\$4.75, from \$9.50—Mahogany wood seat Colonial Chair.
\$11, from \$22—Imitation mahogany Arm Chair, upholstered.
\$10, from \$20—Green cedar Parlor Chair.
\$4.75, from \$9.50—Mahogany wood seat Colonial Rocker.
\$20, from \$40—Golden oak House Desk.
\$22.50, from \$45—Mahogany Art Nouveau Music Cabinet.
\$12.50, from \$25—Red Settee, red enamel.
\$17.50, from \$35—Mahogany wood seat Colonial Rocker.
\$22.50, from \$45—Imitation mahogany China Cabinet.
\$25, from \$50—Mahogany Music Cabinet.
\$75, from \$150—Gold Parlor Chair.
\$42.50, from \$85—Weathered oak Antique Cabinet.
\$80, from \$160—Mahogany Bookcase, Dutch marquetry.
\$40, from \$80—Green oak China Cabinet and Sideboard.
\$75, from \$150—Mahogany Colonial Sideboard.
\$100, from \$200—Vernie-martin Music Cabinet.
\$11, from \$22—Maple Toilet Table.
\$37.50, from \$75—Mahogany Chiffonier.
\$31, from \$62—Mahogany Toilet Table.
\$75, from \$150—Venetian Hall Bench, walnut.
\$12.50, from \$25—Oak Hall Chair.
\$8.50, from \$17—Weathered oak Arm Chair.
\$12, from \$24—Golden oak Toilet Table.
\$45, from \$90—Mahogany Bureau.
\$27.50, from \$55—Mahogany Toilet Table.
\$150, from \$300—Mahogany Parlor Cabinet.
\$42.50, from \$85—Golden oak China Cabinet.
\$18.50, from \$37—Golden oak Toilet Table.
\$57.50, from \$115—Flemish oak Bedroom Suite, two pieces.
\$42.50, from \$85—Gold curio Cabinet.
\$82.50, from \$165—Mahogany Sheraton Writing Desk.
\$35, from \$70—Mahogany Toilet Table.
\$7.50, from \$15—Weathered oak Chair.
\$88.75, from \$177.50—Inlaid Italian Hall Bench.
\$18.50, from \$37—Mahogany Toilet Table.
\$16.50, from \$33—Gold Parlor Cabinet.
\$18.50, from \$37—Golden oak Toilet Table.
\$45, from \$90—Mahogany Wardrobe.
\$28.50, from \$57—Weathered oak Antique Cabinet.
\$20, from \$40—Mahogany Toilet Table.
\$100, from \$200—Mahogany Inlaid Chiffonier.
\$15, from \$30—Mahogany Hall Chair.
\$22.50, from \$45—Mahogany Hall Table.
\$15, from \$30—Mahogany Hall Chair.
\$45, from \$90—Mahogany Hall Chair.
\$16, from \$32—Hand-painted Screen.
\$18.50, from \$37—Mahogany Hall Chair.
\$12.50, from \$25—Mahogany Hall Chair.
\$28.50, from \$57—Teakwood Parlor Table.
\$50, from \$100—Mahogany Toilet Table.

\$26.25, from \$52.50—Mahogany Toilet Table.
\$137.50, from \$275—Gold Parlor Cabinet.
\$20, from \$40—Parlor Chair in damask.
\$87.50, from \$175—Gold Sofa, silk damask.
\$18.50, from \$37—Upolstered Piano Bench, damask.
\$20, from \$40—Sheraton Window Seat, damask.
\$12.50, from \$25—Upolstered Piano Bench, damask.
\$85, from \$170—Gold Fireside Chair, satin damask.
\$85, from \$170—Three-piece Gold Parlor Suite, damask.
\$150, from \$300—Three-piece Gold Parlor Suite, tapestry.
\$80, from \$160—Mahogany Arm Chair, upholstered.
\$88.50, from \$177—Fireside Chair, tapestry, gold base and legs.
\$50, from \$100—Mahogany Hall Chair, denim seat.
\$37.50, from \$75—Imitation mahogany Sofa, damask.
\$115, from \$230—Mahogany Library Suite, three pieces, embossed velvet.
\$25, from \$50—Gold Piano Bench, damask.
\$44, from \$88—Gold Sofa, damask.
\$67.50, from \$135—Red embossed velvet Library Suite, three pieces.
\$48, from \$96—Flemish Library Suite, two pieces, denim.
\$37.50, from \$75—Overstuffed Sofa, embossed velvet.
\$45, from \$90—Mahogany Sofa, tapestry.
\$11.75, from \$23.50—Red Settee, white enamel.
\$11, from \$22—Green reed Settee.
\$7.50, from \$15—Reed Arm Chair, oak color.
\$13, from \$26—Weathered cedar Settee.
\$6.75, from \$13.50—Mahogany Arm Chair, rush seat.
\$17.50, from \$35—Upolstered Piano Bench, damask seat.
\$17.50, from \$35—Reed Settee, green enamel.
\$50, from \$100—Imitation mahogany high-back cane Settee.
\$18.50, from \$37—Green reed magazine Settee.
\$35, from \$70—Mahogany Dining Chair, leather seat.
\$8.25, from \$16.50—Mahogany Chair, rush seat.
\$8, from \$16—Mahogany box seat Hall Chair.
\$40, from \$80—Gold Arm Chair, damask.
\$15, from \$30—Gold Parlor Cabinet, mirror top.
\$16.50, from \$33—Three-piece overstuffed Parlor Suite, damask.
\$12.50, from \$25—Red reed Settee.
\$125, from \$250—Two-piece Library Suite, mahogany, tapestry.
\$5.50, from \$11—Oak wood seat Rocker.
\$28, from \$56—Gold Arm Chair, damask.
\$12.50, from \$25—Gold Parlor Chair, damask.
\$10, from \$20—Red reed Settee.
\$18.50, from \$37—Mahogany Hall Chair, decorated.
\$12.50, from \$25—Gold Sofa, muslin cover.
\$5, from \$10—Gold Piano Bench, damask.
\$11.50, from \$23—Reed Chair and Table combined.
\$9.25, from \$18.50—Mahogany Dining Chair, leather seat.
\$12.50, from \$25—Red reed Settee.
\$210, from \$420—Five-piece Gold Center-piece.
Fourth floor.

JOHN WANAMAKER

Formerly A. T. Stewart & Co.

Broadway and Fourth Ave., 9th and 10th Sts.



The happy medium between straw hat and derby is the easy, light felt.

Fall shapes ready—the famous Stetsons and other good soft hats.

Fall derbies ready if you are, black and the Fall looking brown.

ROGERS, PEET & COMPANY.

258 Broadway, opposite City Hall, and 7 and 9 Warren St.
80 Broadway, cor. 13th Ave.
1260 Broadway, cor. 13th Ave.
and 14 West 58th St.

HIGH PRICE FOR COTTON CROP.

This Year's Yield Likely to Sell for \$600,000,000, a Record Figure.

Richard H. Edmonds, editor of the *Manufacturers' Record* of Baltimore, discussed the cotton situation in an interview at the Waldorf-Astoria yesterday.

"For the last three years," said Mr. Edmonds, "the South has been receiving a fair price for its cotton, that is, fair as compared with the five or six preceding years, when cotton sold at little more than the actual cost of production. In fact, for two years the average price was less than the cost to the growers. In these low-price years the average value of the crop, including seed, was \$225,000,000 to \$350,000,000 a year, whereas for the last three years the annual value has been from \$425,000,000 to \$500,000,000 and this year's crop promises to yield a total of \$600,000,000, much the largest amount ever received by the South for a single cotton crop."

"In addition, the South has an unusually large grain crop, and the aggregate value of its agriculture products this year will be not less than \$1,500,000,000."

"Industrial development is more than keeping pace with agricultural advancement. This year the South will produce nearly 3,500,000 tons of pig iron, against 3,800,000 tons as the output of the entire country in 1890. In 1890 the total bituminous coal output of the United States was 42,000,000 tons; last year the South alone mined 81,000,000 tons, and this year will mine 65,000,000 tons or more."

FLINT'S FINE FURNITURE BEDROOM REDUCTIONS.

MAHOGANY BUREAUX.
WERE \$45 NOW \$37
78 65
117 88
195 170
MAHOGANY FINISH BUREAUX.
WERE \$38 NOW \$33
50 40
52 45

Also Toilet Tables, Chiffoniers, Cheval Glasses and Beds. A rich, glowing, wave-marked wood. Some handsomely carved, finest French plate mirrors, perfectly made, correctly finished, and room must be had for new goods daily arriving, so promptly.

"BUY OF THE MAKER"

Geo. C. Flint Co.

43, 45 and 47 West 23rd St.

NEAR BROADWAY.

ENTRANCE, 30 WEST 24th ST.

Posterior: 508 to 518 West 23rd St.

HANS S. BEATTIE'S INJURIES.

Doctors Fear That Former Treasurer of Metropolitan Cannot Live.

MOUNT VERNON, N. Y., Aug. 30.—Hans S. Beattie, the former treasurer of the Metropolitan Street Railway, who fell from a trolley car last night while on his way from his home at Polham Heights to Mount Vernon, is still in an unconscious condition in the Mount Vernon Hospital, and it is feared he will not recover. The doctors believe that his skull is fractured at the base.

Mrs. Beattie said to-night that there was no mystery about her husband, as was at first intimated. "My husband started to Mount Vernon to do some shopping," she said, "and boarded a Union trolley car. He stood on the rear platform, which was crowded, and as the car swerved suddenly at the switch on East Third street he was knocked off and fell on his head."

Mr. Beattie is well known in New York City politics. He was one of the organizers of the County Democracy and was for several years private secretary to William C. Whitney. When William C. Whitney was made Corporation Counsel of New York City, Mr. Beattie was First Deputy County Clerk. He was later Surveyor of the Port under President Cleveland and finally Street Cleaning Commissioner under Mayor Grant.

While treasurer of the Metropolitan Street Railway he was active in obtaining control of several cross-town lines and in consolidating them.

COWPERTHWAIT'S RELIABLE CARPETS CLEARANCE SALE

WHITE IRON BEDS.
\$2.50, \$5.50, 9.00, \$12.25,
(reduced from \$3.25—\$8—\$12.50—\$18)
Brass-trimmed—all sizes.

ORIENTAL RUGS.

CARABAGHS & GUENDJIS,
\$8.50,
(reduced from \$12.50 & \$15)

SHIRVANS, DAGHESTANS & MOSOULS.

\$16.50,
(reduced from \$25 & \$28)

Furniture for every room at great reductions to clear the floors for Fall stock.

"LONG CREDIT" secure bargains at once and waits for payment.

CASH OR CREDIT

COWPERTHWAIT & CO.

104, 106 and 108 West 14th St.

NEAR 6TH AV.

Brooklyn Stores, Flatbush Ave. near Fulton St.

THINKS YACHT RACING A WASTE.

Dr. MacArthur Wants the Millions Devoted to Church Work.

At the Calvary Baptist Church in West Fifty-seventh street, last night the Rev. Robert S. MacArthur talked against the wastefulness of yacht racing. He believes that the money which has been spent on the Cup might much better have been spent on the church.

"The boats," he said, "are mere racing machines and serve no practical purpose. This very season the cost of the races will amount to about \$750,000. Why was not this money given for church or benevolent purposes?"

"I wonder that some rich man does not step forward and erect in the Adirondacks a sanitarium for tenement and shop girls suffering from consumption. Surely money would be better spent thus than in gratifying the whims of the yachtsmen."

TEACH ENGRAVING IN PRISON.

Union Men Objects Because It May Turn Out Forgers.

At yesterday's meeting of the Central Federal Union Delegate Ryan of the photo-engravers' union said that there was danger that convicts who were being taught photo-engraving would become dangerous forgers when they were released.

The Secret Service agents, he said, had told him that men not trained were causing trouble. Ryan went on to say that Agent Winkle of the Secret Service in Washington had promised to interest himself in a bill prohibiting photo-engraving being taught in prisons.

H.O'Neill & Co.

Announce Their Annual Sale of

Blankets, Comfortables and Bed Spreads

To commence to-day and continue balance of the week.

Some sensational values will be offered in the better grades of California Wool Blankets. Preparations commenced last February crystallize this morning when we place before you the products of the best mills in the country at from

¼ to ½ Below Prevailing Prices

Blankets:

10-4 size for Single Beds	\$2.50, \$3.25, \$4.25, \$5.98, \$6.98
11-4 size for Double Beds	\$2.98, \$3.98, \$4.90, \$5.75, \$7.50
12-4 size for extra large Beds	\$3.98, \$4.98, \$5.98, \$6.98, \$8.50

Also—Special Values in CRIB BLANKETS and DOWN COMFORTABLES in Every Desirable Size.

White Bed Spreads—

Large variety of choice patterns.

Special lots at

98c., \$1.29, \$1.58, \$1.98 each.

Bed Comfortables—

Sanitary cotton filling, dainty coverings.

Special lots at

88c., \$1.15, \$1.58, \$1.98 each.

(First Floor, Rear.)

Final Closing Out Sale of

Lawn Suits, Covert Jackets and Bathing Suits

WOMEN'S WHITE LAWN SUITS— that were as high as \$7.00; at.....	\$1.98
WOMEN'S COVERT JACKETS— that were as high as \$12.00; at.....	\$6.75
WOMEN'S BATHING SUITS— that were as high as \$6.00; at.....	\$2.98

(Second Floor.)

Under Regular Prices—A Spl